

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping.

Shipping.

Steamers.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)


The Co.'s Steamship
General Persia,
Capt. W. von SOUTERMANN, will leave for the above Ports on or about the 20th Instant.

For further Particulars, apply to
MELOERS & Co., Agents
Hongkong, May 14, 1887. 917


NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.


 The Co.'s Steamship
Sachsen,
Captain TALGER, will
leave for the above place
about 24 hours after arrival with the outward
German Mail.
For further Particulars, apply to

MELCHERS & Co.,
Agents,
Hongkong, May 14, 1887. 918

STEAM TO SHANGHAI
The F. & O. S. N. Co.'s
Steamship
Verona
 will leave for the above
place about 36 hours after her arrival with
the next English Mail.

E. L. WOODIN,
Acting Superintendent.

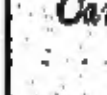
F. & O. S. N. Co.'s Office,
Hongkong, May 11, 1887. 893

**STEAM TO NAGASAKI, KOBE AND
YOKOHAMA.**
(Passing through the INLAND SEA.)
Taking Cargo on through B/L to
CHEMULPO and WLADIVOSTOK.
The F. & O. S. N. Co.'s
Steamship
Tokoro
 will leave for the above
places on SATURDAY, the 21st May, at
Daylight.

E. L. WOODIN,

Agency Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, May 11, 1887. 894

THE GIBB LINE OF STEAMERS.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)


The British Steamer
Pathan,
Captain ROWLEY, due
shortly, with part Cargo
from JAPAN, will be despatched as above at
Daylight on SUNDAY, the 22nd instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,

Managers.


Hongkong, May 11, 1887. 807

**FOR SINGAPORE, HAVRE AND
HAMBURG, VIA SUEZ CANAL.**
(Taking Cargo at through rates to
**ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL
and BREMEN.**)

The Steamship
Electra,
Captain L. MADSEN, will
be despatched for the
above Ports on **MONDAY**, the 23rd Inst.,
at 11 a.m.

For Freight or Passage, apply to
STEAMSHIP MANAGERS,
HONGKONG.

NIELSEN & Co.,
Agents.
 Hongkong, May 14, 1887. 918

FOR NEW YORK VIA SUEZ CANAL.
 The Steamship

Lewsoy,
 J. THAHLER, Commander,
 will be dispatched for the
 above Ports on or about the 30th Instant.
 For Freight or Passage, apply to
 ADAMSON, BELL & Co.,
Agents.
 Hongkong, May 5, 1887. 857

Insurances.
 NOTICE

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Godowns at $\frac{1}{2}$
per cent. not premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

LANCASHIRE INSURANCE
COMPANY

COMPANY,
(FIRE AND LIFE).
—
CAPITAL.—TWO MILLIONS STERLING.
—
THE Undersigned are prepared to grant
Focusses against the Risk of FIRE on
Buildings and Goods stored therein, on
Goods on board Vessels and on the Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.
Proposals for Life Assurance will be re-
ceived, and transmitted to the Directors
or their Decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.
For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.
HONGKONG, Tenthue 1, 1887

Mails.

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*,
3,601 Tons Register, Alex. Mahood,
Commander, will be despatched for VAN-
COUVER, B.C., and KOBÉ and YOKO-
HAMA, on WEDNESDAY, the 18th May,
at 3 p.m.
To be followed by S.S. *PARTHA*,
4th June, and S.S. *BATAVIA*, 25th
June.

These steamers, formerly in the CHINA
Service, lately received New Engines and
Boilers, and can maintain a speed of sea
from 13 to 14 knots.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with San Fran-
cisco by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is
drawn to the fact of the Canadian Pacific
Railway being the best built and most
splendidly equipped line ever constructed
on the American Continent, and specially
adapted for Summer travelling.

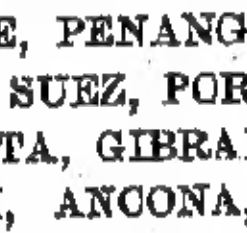
Consular Invoices for Goods to United
States ports should be made out in quad-
ruplet, and addressed to Mr. D. E.
Brewer, District Freight Agent, Vancouver,
B.C., and sent to us.

Freight will be received on board until
4 p.m. on the 17th instant.

All parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passages or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, May 13, 1887. 906



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUZ, PORT SAID,
MALTA, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
PLYMOUTH, AND LONDON:

ALSO,
HOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERMAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
DECEMBER, Captain CASE, with Her
Majesty's Mails, will be despatched
from this port for BOMBAY on THURSDAY,
the 19th May, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.
Parcels and Specie (Gold) at the Office
until Noon on the day of sailing.

Tes, Silk, and Valuables for Europe
will be transhipped at Colombo; Gen-
eral Cargo for London will be transhipped
at Bombay; and cargo for week later than
by the ordinary direct route via Colombo.

For further Particulars regarding
FREIGHT AND PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

R. L. WOODIN,
Acting Superintendent.

Hongkong, May 11, 1887. 805

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
PEKING* will be despatched for
San Francisco, via Yokohama, on
TUESDAY, the 24th May, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, to Ore-
gon, to Hawaii, to Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, Germany, by all
trans-Atlantic Steamers.

RETURN PASSAGE.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 36% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until
4 p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day, at all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, May 5, 1887. 871

SAILOR'S HOME.
ANY Out-of-Clothing, Books, or
PAPER will be thankfully received at
the Sailor's Home, West Point.

Hongkong, July 25, 1887.

To-day's Advertisements.

PERSEVERANCE LODGE OF
HONGKONG,
No. 1105.

A Regular MEETING of the above
LODGE will be held in the FARM-
MASON'S HALL, Zealand Street, THIS EVEN-
ING, the 16th instant, at 8.30 for 9 p.m.
Visiting Brethren are cordially invited.
HONGKONG, May 16, 1887. 920

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of
CROWN LAND by PUBLIC AUCTION,
to be held on the Spot, on MONDAY,
the 6th day of June, 1887, at 4 p.m., at Peak
Road near the Albany, and at 5 p.m., at
Richmond Road, are published for general
information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
HONGKONG, 14th May, 1887. 927

Particulars of the Letting by Public Auc-
tion Sale, to be held on MONDAY,
the 6th day of June, 1887, at 4 p.m., by
Order of His Excellency the Officer
Administering the Government, of 3
Lots of Crown Land, in the Colony of
Hongkong, for a term of 999 years.

Particulars of the Lots.

No. of Lot.	Locality.	Boundary Measurements.	Area.	Value.
1.	Island Lot.	75,000 500 410 34,375 414 8500		
2.	Island Lot.	127,200 144,200 85,000 186,320		
3.	Island Lot.	200,320 200,000 42,760 214,225		

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Glennah,
Capt. HANNAH, will be
despatched as above TO-
MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 16, 1887. 896

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Zafro,
Capt. TALBOT, will be
despatched for the above
Ports on WEDNESDAY, the 18th inst., at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, May 16, 1887. 924

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHWANG, TIENTSIN, HANKOW and
Ports on the YANGTSE.)
The Co.'s Steamship
Telegraph,
Capt. JONES, will be
despatched as above on
WEDNESDAY, the 18th instant, at Day-
light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 16, 1887. 891

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.

FOR AMOY.

The Co.'s Steamship
Borneo,
Capt. WILKINS, will be
despatched as above on
WEDNESDAY, the 18th instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, May 16, 1887. 921

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for CHEFOO, CHEFOO, NEW-
CHWANG, TIENTSIN, HANKOW and
Ports on the YANGTSE.)
The Co.'s Steamship
Patrol,
Capt. THOMSON, will be
despatched as above on
SUNDAY, the 22nd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 16, 1887. 922

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for CHEFOO, CHEFOO, NEW-
CHWANG, TIENTSIN, HANKOW and
Ports on the YANGTSE.)
The Co.'s Steamship
Kutung,
Capt. JACKSON, will be
despatched as above on
WEDNESDAY, the 18th inst., at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, May 16, 1887. 923

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Ulysses,
Capt. BARNES, will be
despatched as above on
MONDAY, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 16, 1887. 923

To-day's Advertisements.

THE SHANGHAI MARINE
ENGINEERS' MUTUAL INSURANCE
SOCIETY, LIMITED.

THE Undersigned has been appointed
SUB-AGENT at this Port for the
above Society.

By Order of the Directors,
JOHN W. KINGHORN,
17, Praya Central.

HONGKONG, April 16, 1887. 919

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.

FROM SOERABAYA, SAMARANG,
BATAVIA, SINGAPORE AND
SAIGON.

THE Company's S.S. *Borneo*, having
arrived from the above Ports, and
signatures of Cargo by her are hereby informed,
that their Goods are being landed at their
risk into the HONGKONG AND KOWLOON
WHARF AND GODOWS COMPANY'S West Point
Godowns, whence delivery may be obtained.
Cargo remaining undelivered after the 23rd
instant will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, May 16, 1887. 925

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. *Iphigeneia*, Captain VOLTHER,
having arrived from the above Ports,
and signatures of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
 Noon To-morrow, the 17th instant.
Any Cargo impeding her discharge will
be landed into the Godowns of the Kow-
loon Free and Godown Co. and stored at
Consignees' risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 23rd inst.
will be subject to rent.

All broken, shaded, and damaged Goods
must be left in the Godowns where they
will be examined on the 33rd inst., at 4 p.m.
No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, May 16, 1887. 920

SHIPPING

ARRIVALS.

May 16, 1887.—
Fuyoo, Chinese steamer, from Whampoa.
Ashin, from G. rman steamer, from Wham-
poa.

Yangtze, British steamer, from Wham-
poa.
Ortega, British steamer, from Whampoa.

Alvina, German steamer, 400, Samuel-
son, Haiphong May 13, General.—WATER &
Sons & Co.

Peking, British steamer, 554, G. Heuer-
man, Shanghai May 13, General.—SIR-
SSEN & Co.

Borneo, Dutch ship, 1,435, J. Wilkens,
Batavia May 1, General.—JARDINE, MAT-
HESON & Co.

Velo, German steamer, 630, M. Kallens,
Chefoo May 9, General.—EDWARD SCHEU-
LHASS & Co.

Zafro, British steamer, 675, R. M. Tal-
bot, Manila May 12, General.—RUSSELL &
Co.

Telegraph, British steamer, 1,361, W. T.
Hannah, Shanghai May 10, Amoy 13, and
Swatow 14, General.—BUTTERFIELD &
SWIRE.

Greyhound, British steamer, 227, Geo.
Wright, Pakhoi May 12, and Hoihow 14,
General.—AMSON, BELL & Co.

Tekeren, British steamer, 2,600, F. H.
Seymour, Yokohama May 2, Mails and
General.—P. & O. S. N. Co.

May 16.—
Whampoa, British steamer, 1,109, George
Fawcett, Wuhu May 11, Kio.—BUTTER-
FIELD & SWIRE.

Powhatan, British steamer, 886, W. H.
Leak, Swatow May 15, General.—JAN-
SEN, MATHESON & Co.

Lianet, British gun-vessel, 766, Comman-
der W. Marrack, R.N., Singapore April 23,
Bangkok 30, Pakhoi May 11, and Hoihow
12.

Telegraph, British steamer, 1,421, Henry
Jones, Liverpool April 2, and Singapore
May 10, General.—BUTTERFIELD & SWIRE.

Iphigeneia, German steamer, 1,059, L.
Vallner, Hamburg and Singapore May 9,
General.—SIRSEN & Co.

Verona, British steamer, 1,876, F. Speck,
Bombay April 30, and Singapore May 11,
Mails and General.—P. & O. S. N. Co.

DEPARTURES.

May 16.—
Chalmers, for Hoihow.
Soochow, for Hoihow and Pakhoi.
Partridge, for Hoihow and Pakhoi.

May 16.—
Mosser, for Saigon.
Widdow, for Saigon.
Velo, for Whampoa.
Yangtze, for Whampoa.

Pei-ho, Chi. Revenue-cruiser, for a cruise.
Passenger, for Singapore.

Yuyuen, for Swatow and Shanghai.
Glennah, for Woonung.
Marrica, for Nagasaki.

Tesperia, for Singapore and Hamburg.

ARRIVALS.

Per *Alvina*, from Batavia, 4th Chinese.
Per *Borneo*, from Batavia, 4th Chinese.
Per *Zafro*, from Manila, 4th Chinese.

Per *Moren*, Don Luis Anabarro, wife and
brother, and 2 Europeans deck, and 150
Chinese.

Per *Glennah*, from Shanghai via Coast
Ports, 800 Chinese.

Per *Greyhound*, from Pakhoi, 20 Chinese.
Per *Whampoa*, from Wuhu, 30 Chinese.

Per *Powhatan*, from Swatow, 10 Chinese.
Per *Telegraph*, from Singapore, 300 Chi-
nese.

Per *Tekeren*, from Yokohama, for Hong-
kong, Mr. W. M. Minton, Col. and Mrs.
Cook, and Mr. Gladstone, for Singapore,
Mrs. L. Sturges, Mr. J. P. Fanning, Mr. and
Mrs. Fawcett, 1 child and 2 native
servants, for London, Mr. Knight, from
Kobe, for Hongkong, Mr. J. W. Eggleston,
for London, Miss A. Orr.

Per *Iphigeneia*, from Hamburg, &c., 200
Chinese.

Per *Verona*, for Hongkong, from Lon-
don, Mr. and Mrs. Eggleston, and (?) Miss

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Ganges* leaves for London.
Noon.—*Namur* leaves for Coast Ports.
4 p.m.—*Yangtze* leaves for Shanghai.

Amusements.

9 p.m.—Performance at the City Hall.
Miscellaneous.

Notice of Optional Cargo per *Iphigeneia*
to be sent in before Noon.

General Memoranda.

Friday, May 20.—
Notice for Tendering for Lot 4 into
Quarters, &c., addressed to the Senior
Commissioner of Police.

Saturday, May 21.—
Goods per *Stamper* *Andar* unclaimed
after Noon subject to rent.

A. S. WATSON & Co.,
LIMITED.

HAVE BEEN APPOINTED
SOLE AGENTS
IN
HONGKONG, CHINA AND MANILA
FOR
MAWSON'S
NEW PATENT
WATER FILTERS.

RENEWABLE MEDIUM.
Handblows, showing Construction and
Patterns, supplied on application.
A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
HONGKONG.

ESTABLISHED 1841.
Hongkong, April 20, 1887. 831

the publication of this issue commenced
at 8.35 p.m.

THE CHINA MAIL.

HONGKONG, MONDAY, MAY 16, 1887.

TELEGRAMS.

[SUPPLIED TO THE CHINA MAIL.]
(Via Southern Line.)

AFGHANISTAN.

LONDON, 15th May, 1887.

The Times states that the Afghan ques-
tion, after parleying, has ended, both
parties being unable to agree, and that it
has been decided to refer matters to the re-
spective Governments.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD ROUTE.—*Strathleven*, March 1;
Orion, 8; *Smith*, 14; *Kingmar*, 20;
Glenmorris, 25; *Canton*, 29;
Bentley, April 5; *Elektra*, Nicker, 12;
Glenfady, 22; *Berwick*, *Delphic*,
Lord of the Isles, 28; *Princess*, 29;
Glenfady, *Peter*, *Oceanic*, *Mary*,
Haitian, *Princess*, May 3; *Colombo*, 6;
Ara, *Lancaster*, *James*, 10; *Ironclad*,
Merioneth, *Lydia*, 13.

HONGKONG ROUTE.—*Strathleven*, March 25;
Orion, April 1; *Smith*, April 8;
Kingmar, April 15; *Glenmorris*, April 22;
Canton, April 29; *Bentley*, May 6;
Elektra, May 13; *Nicker*, May 20;
Glenfady, May 27; *Berwick*, June 3;
Delphic, June 10; *Lord of the Isles*, June 17;
Princess, June 24; *Glenfady*, July 1;
Peter, July 8; *Oceanic*, July 15; *Mary*, July 22;
Haitian, July 29; *Princess*, August 5;
Colombo, August 12; *Ara*, August 19;
Lancaster, August 26; *James*, September 2;
Ironclad, September 9; *Merioneth*, September 16;
Lydia, September 23.

For SINGAPORE.—
Per *Electra*, at 10.30 a.m., on Monday,
the 23rd inst.

Exchange.

HONGKONG, May 16.

On London, ... 9/11
On Paris, ... 9/11
On Amsterdam, ... 9/11
On Berlin, ... 9/11
On Rome, ... 9/11
On Vienna, ... 9/11
On St. Petersburg, ... 9/11
On Moscow, ... 9/11
On Constantinople, ... 9/11
On Bombay, ... 9/11

THE LOSS OF THE 'BENTAN.'

The following is the narrative and finding of the Court which enquired into the loss of the Straits Settlements steamer *Bentan*—

According to the evidence adduced the *s.s. Bentan*, official No. 67,079, belonging to the Port of Singapore, sailed from Malacca at 5 p.m. on the 29th of March with a crew of 60 hands and about 40 passengers bound for Singapore. The *s.s. Fair Penang*, official No. 66,636, sailed from Singapore at a quarter to 5 p.m. on the 29th March with a crew of 26 hands and 20 passengers bound for Muar.

On the same night at about 11.30 p.m. when at 14 miles S. E. of the Europa Bank Light Ship and steering a S. E. by E. E. course, the *Fair Penang* in charge of the *Bentan* sighted a bright light ahead and shortly afterwards both lights of a steamer came into view. The helm of the *Bentan* was then put hard a port, but as the other steamer continued to come directly on towards them the helm was again put to starboard and a half.

When the *Fair Penang* was getting very close, the helm of the *Bentan* was put hard a-port, and about the same moment the *Fair Penang* struck the *Bentan* on the port side just abaft the after engine-room bulkhead. The vessels remained in contact for a few seconds only, the *Fair Penang* afterwards proceeding slowly on her voyage, and the *Bentan* foundered in from 10 to 13 minutes after the collision within from 6 to 9 miles from the nearest land, and more than half of her crew and passengers, including her Master, Chief Engineer, and Cashier, were drowned.

The Master of the *Fair Penang* states that about half-past 11 p.m. on the same night when steering a N. W. course he saw a bright light just on his starboard bow, and in about 5 minutes afterwards he also made out a steamer's green light. The white light appeared to keep steady in the same position, but if anything slightly to the outside, and the green light was visible all the time on the starboard side. He kept on his course and when the vessels were getting close to each other the green light suddenly disappeared and the steamer was seen heading south, and coming straight on for the bridge of the *Fair Penang* on the starboard side. The helm of the *Fair Penang* was then put hard a-starboard and the engines stopped, when she struck the *Bentan* a glancing blow, and the vessels immediately afterwards parted company. The *Fair Penang* was then headed for the shore as it was reported that the *Bentan* had been almost stopped, the vessel's head was again turned seaward, but nothing was seen of the other vessel. There was no confusion on board the *Fair Penang*, and the engines shifted some cargo from the fore to the after-hold in order to bring the ship's bow higher out of the water. Concluding that the other steamer had proceeded on her voyage, the *Fair Penang* was kept on an in-shore course until arriving outside Muar Bar. The anchor was then let go, and when the light served, they crossed the Bar, and a verbal report of the collision was given to the Police Inspector who boarded the vessel on her arrival.

The evidence of the helmsman of the *Fair Penang* is in direct contradiction to that of the Master, and his evidence is in a measure borne out by that of the Chief Engineer with respect to the lights of the *Bentan*. The evidence of the helmsman and the look-out of the *Bentan* entirely corroborate that of the Chief Mate, and the Master of the *Fair Penang*, conclusively shows that immediately after the collision the whistle of the *Bentan* was continuously sounded, and the shouts of the passengers for help were distinctly heard by those on board the *Fair Penang*. Before the *Bentan* foundered two or three hands were lowered, but were almost immediately swamped by the terrified passengers crowding into them. The others two boats could not be lowered owing to the confusion that prevailed on board when it was seen that the *Fair Penang* was steering away.

The evidence of the Master of the *Fair Penang* Bank Light Ship shows that the *Fair Penang* passed within half of the Light-Yessel on the following morning without communicating anything about the collision. The Light Ship is provided with two boats which could have been despatched to the scene of the disaster to rescue the survivors.

The evidence of the different experts is of the usual contradictory nature, but it appears certain that there was never more than 3 feet of water in the collision compartment of the *Fair Penang*, and that no unusual quantity of water found its way into the engine-room.

The number of lives lost is not exactly known, but it is believed to be about 150. Evidence of the Court.

After carefully considering all the evidence the Court find—

The loss of the *s.s. Bentan* is directly

to be attributed to the wrongful act and default of John S. Harrison, Master of the *Fair Penang*, in having disregarded Article 15 of the Board of Trade Rules and Regulations for Preventing Collisions at Sea, as embodied in page 2 of his Official Log Book, put in as evidence in Court, and having failed to port his helm, when according to the whole mass of evidence (with the single exception of his own unsupported statement) all three lights of the *Bentan* were opposed to all three lights of the *Fair Penang*.

2. The Court also finds the said John S. Harrison in default for failing to comply with Sections 16 and 17 of the Merchant Shipping Act of 1873 in not rendering any assistance whatever to the *s.s. Bentan*, and in not reporting the occurrence to the Master of the *Fair Penang* Light vessel.

3. The evidence of the Master of the *Fair Penang* regarding the supposed trifling nature of the damage done to the *s.s. Bentan* cannot be accepted by the Court, as he states his own damage to have been of serious nature, and it is a well-known fact that the vessel receiving a blow on her broad-side must necessarily sustain much greater injury than the vessel inflicting the blow on her.

4. The Court is clearly of opinion that it was the bounden duty of the Master of the *Fair Penang* to have remained by the *Bentan*, and that by doing so he would have neither hazarded his ship or jeopardized the lives of his passengers.

Considering all the circumstances of the case, and making every allowance for the position in which the Master was placed, the Court can come to no other decision than to cancel the Certificate of John S. Harrison as Master, and the said Certificate is hereby cancelled.

The Certificate of John Wilson, Chief Engineer, is hereby returned, but the Court is of opinion that as he was the only other European Officer on board his night have used stronger endeavours to induce the Master to stand by the sinking ship, more especially as there was no appearance of water flowing into the engine-room. The certificate of the surviving officers of the *Bentan* are also returned.

The Court desires to direct the attention of the Master to the insufficiency of life-buoys and boat accommodation in local passenger steamers and also to the necessity of making a more thorough examination of watertight bulk-heads and sluices.

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built expressly for the trade, with every known improvement and labour-saving appliances. Nothing is wanted but the continued and liberal support of the Shareholders, and their friends to ensure good and increasing dividends.

The following Directors retire on this occasion, but, being eligible, offer themselves for re-election.—Mr A. Deacon and Mr W. M. Strachan.

The retiring Auditors, Messrs Baker & Riddell, and Mr Jameson Ellis, offer themselves for re-election.

It is proposed that the Dividend shall be made payable on the 29th April, to all the Shareholders on the London Register, and that Warrants be posted the same day to those on the Shanghai and Hongkong Registers respectively.

ALBERT DEACON, Chairman.

London, 7th April, 1887.

BALANCE SHEET TO 31st DECEMBER, 1886.

To Capital, £1,000,000

By Profit and Loss Account, £222,853 10 10

By Reserve Fund, £1,000,000

By Balance Sheet, £1,000,000

By Balance Sheet, £1,000,000

By Balance Sheet, £1,000,000

By Balance Sheet, £1,000,000

By Balance Sheet, £1,000,000

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By Balance Sheet, £1,000,000

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLES AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 26th of May, 1887, at Noon, the Company's S.S. *SACHALAN*, Commandant ROBERT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th May, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, May 13, 1887.

Occidental & Oriental Steamship Company.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS.

ATLANTIC AND PACIFIC CONNECTING STEAMERS.

THE Steamship *SAN PABLO* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd proximo, at 9 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Revised Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. For Full Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's Road Central, G. D. HARMAN, Agent.

Hongkong, May 14, 1887.

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTERWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 6th day of June, 1887, at 4 p.m., the Company's Steamship *SACHSEN*, Captain TAGEBA, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted until Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards. For further Particulars, apply to MEYERSON & Co., Agents.

Hongkong, May 14, 1887.

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 20, 1872.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked a., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Co.'s Office. 5. From P. & O. Co.'s Office to Pender's Wharf. 6. From Pender's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name, Captain, Flag and Rig, Tons, Date of Arrival, Consignee or Agents, Destination, Remarks.

Steamers. Abyssinia, Marshall, Brit. str. 2354, May 11, Adamson, Bell & Co. Haiphong, To-morrow. Abdeen Dock.

Alvina, S. Samuelson, Ger. str. 400, May 15, Wieler & Co. Haiphong, To-morrow. Abdeen Dock.

Ashington, Reynolds, Brit. str. 309, May 15, Wieler & Co. Haiphong, To-morrow. Abdeen Dock.

Borneo, Wilkies, Dutch str. 1444, May 15, Jardine, Matheson & Co. Amoy, To-morrow. 18th inst.

Benvenuto, Thomson, Brit. str. 1497, May 11, Gibb, Livingston & Co. Amoy, To-morrow. 18th inst.

Ching-wa, Macgregor, Brit. str. 1463, May 11, Gibb, Livingston & Co. Amoy, To-morrow. 18th inst.

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City of Peking, Macgregor, Brit. str. 1463, May 11, Gibb, Livingston & Co. Amoy, To-morrow. 18th inst.

Crossed, Macgregor, Brit. str. 1463, May 11, Gibb, Livingston & Co. Amoy, To-morrow. 18th inst.

Daphn Monarch, Macgregor, Brit. str. 1463, May 11, Gibb, Livingston & Co. Amoy, To-morrow. 18th inst.

Chow, Macgregor, Brit. str. 1463, May 11, Gibb, Livingston & Co. Amoy, To-morrow. 18th inst.

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Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1400	—	—	Captain R. Blair Macdonochie	Hongkong
Audacious*	double-crew iron frigate	6010	10	4300	Capt. Robert Hastings Harris	Nagasaki
Albion	corvette	2380	14	2340	Captain A. T. Powell	Johore 7
Albatross	corvette	2380	14	2610	Captain L. C. Koppel	Johore 3
Albatross	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	in reserve
Albatross	corvette	2380	14	2590	Capt. Seymour Dacres	Yokohama
Albatross	sloop	940	4	920	Captain A. H. Bolidero	Hongkong
Albatross	gunboat	350	3	340	Lieut.-Com. H. R. Adams	Singapore
Albatross	gunboat	465	4	470	Lieut.-Com. Denison	Hongkong
Albatross	corvette	1420	8	1470	Captain Chas. J. Balfour	Hongkong
Albatross	cruiser	3750	10	5000	Captain M. J. Dunlop	Nagasaki
Albatross	gun-vessel	755	6	1050	Commander W. Marnack	Hongkong
Albatross	gunboat	430	4	430	Lieut.-Com. W. M. Matarin	Hongkong
Albatross	hulk	608	—	—	Commander W. U. Moore	Hongkong
Albatross	sloop	850	3	690	Captain E. G. Kinahan	Swatow
Albatross	corvette	1970	12	2360	Captain Arthur L. Alington	Hongkong
Albatross	cruiser	1420	8	1400	—	Hongkong
Albatross	torpedo mining launch	160	—	—	Commander A. O. E. Bromley	Hongkong
Albatross	gun-vessel	755	3	1010	—	Hongkong
Albatross	gunboat	360	3	340	—	Hongkong
Albatross	receiving ship	5157	14	—	Commanders Maxwell	in reserve
Albatross	gunboat	925	4	750	Captain Orford Churchill	Johore
Albatross	turret-ship	2750	4	1450	—	Hongkong
Albatross	gunboat	458	4	530	Lieut.-Com. Chas. K. Hope	Hongkong